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18 April 1963

MEMORANDUM FOR : SA/TA/DPD

1. In view of Milt's comments in the attached paper, the best approach is to have test aircraft modified at Kelly's.

2. Information requested by P-E's bi-weekly status report, that is, roll, pitch, yaw, periods and amplitudes, as well as vibration amplitudes and frequencies near area delivery well for 119 aircraft have been requested through Geary's store.

3. Through discussions with [redacted] it has been established he would like the aircraft by 1 August to start modifications. In view of this Geary's shop has been requested to obtain an aircraft having a cruise capability of approximately 210 knots at 10,000 feet and meeting specifications outlined in the attached and having an opening as specified in Milt's recent memo to Colonel Geary. 25X1

4. Recommend [redacted] be informed immediately that aircraft will be modified at their facility.

5. I have been informed by [redacted] that the project will be required to pay all P.D. costs for the aircraft crew during the 6 to 8 week period of testing. 25X1

Doc

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M6-M-268
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OXC 1554
COPY 2 2

10 April 1961

Dear Doc,

Enclosed herewith is the preliminary information on the C-119 installation. To make headway with this we assumed that the normal angle of attack was zero degree.

I emphasize that this information is preliminary since we know so little about the C-119. We are anxious to be as reasonable as possible in modifications to this ship and can only guess as to what changes in our request would simplify the installation problem.

Not shown in any of these drawings is the requirements for instrument racks and counter-type work areas along wither the port or starboard side commencing just aft of the aerial delivery door and running most of the way toward the aft end of the ship. Also not shown is the requirement for seats of some sort for six to eight personnel. We are also assuming that the cargo tie downs will be available for miscellaneous storage of unforseen items. Please let us know what further information you require.

Best regards

Milt

MDr;mb

Enclosure- 2

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TOWER E.E.D. FOR C-119 OPN

MB-M-268 Attachment 8 pages

WATTS, POWER

VOLTS	115 ±5%	115 ±4%	115 ±2%	28 ±10%
FREQ	60 ±5%	400 ±10%	400 ±1%	DC
PHASES	1	3 (4 WIRE)	3 (4 WIRE)	—
P. F.	.8	.9	.9	—
TEST INSTR.	4500			
SYSTEM		425	350	35
TOTAL WATTS	4500	425	350	35
TOTAL V.A.	5600	470	390	—

NOTE: a) MOST TEST INSTRUMENTS HAVE COOLING BLOWERS WHICH OPERATE ON 50-60 CYCLES. EXCEPT FOR THIS COULD OPERATE ON 400 ± 10% CYCLE POWER

b) P.E WILL HAVE AVAILABLE A C.F.E INVERTER CAPABLE OF SUPPLYING THE 115V ±2%, 400 ±1% CPS POWER. INPUT REQUIREMENT IS 28VDC ±10% @ 25A.

c) A/C TO FURNISH CIRCUIT BKRS ON EACH POWER BUS. P.E. WILL FUSE ITS OWN INSTRUMENTS.

d) TEST INSTRUMENT POWER INCLUDES 500 W FOR ILLUMINATION.

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PRELIMINARY

SYSTEM SPACE & MOUNTING

1. Attached drawings show space required, approximate mounting point location and window location with respect to system
2. Window location to be flush with skin line ± 1/8".
3. Intermediate frame connecting A/C to system to be part of C-119 modification Frame attaches to system at four points via spacer pads (to simplify coordination of hole locations) supplied by P.E.
4. Assumptions:
   a) Roll, yaw, pitch characteristics of C-119 do not exceed system requirements
   b) Vibration & landing shock do not exceed system requirements (differences will require P.E. supply another type vibration isolator on its system).
   c) Attack angle C-119 is 0° ± 1° (angle which plane of 4 support points makes with given W.L.) measured about pitch axis.
5. Loading system will require use of C-119 mono-rail hoist. Port-starboard clearance within C-119, required is: Approximate system weight 600 LBS. (not including A/C fuselage).

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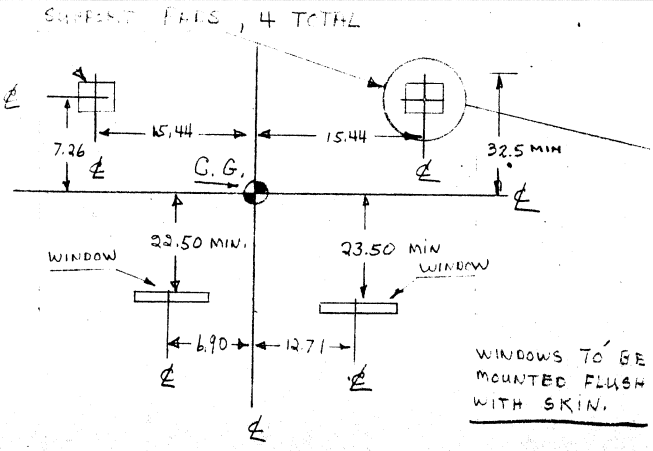
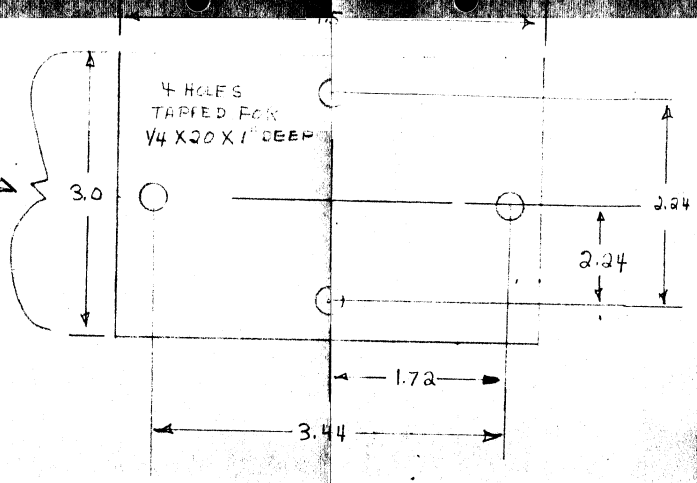
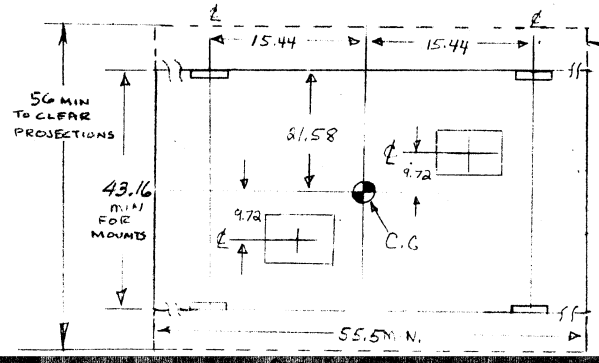


WINDOWS TO BE MOUNTED FLUSH WITH SKIN.



PORT LOOKING STARBOARD.



NO STRUCTURE MAY COME WITHIN THIS ENVELOPE (EXCEPT MOUNT PADS) FROM SKIN LINE TO CEILING

PRELIMINARY

DO NOT SCALE
ALL DIM. INCHES ± .25"

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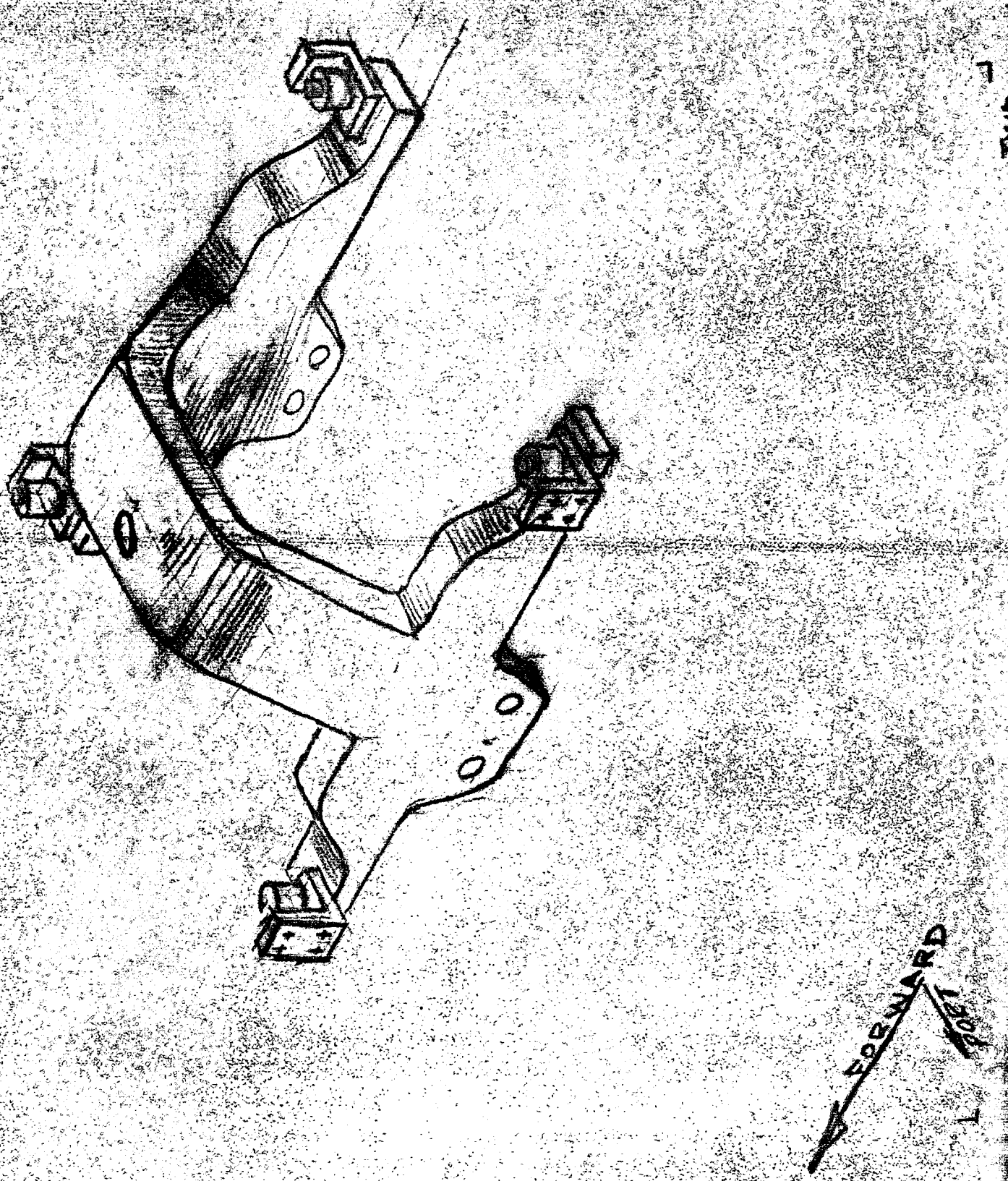

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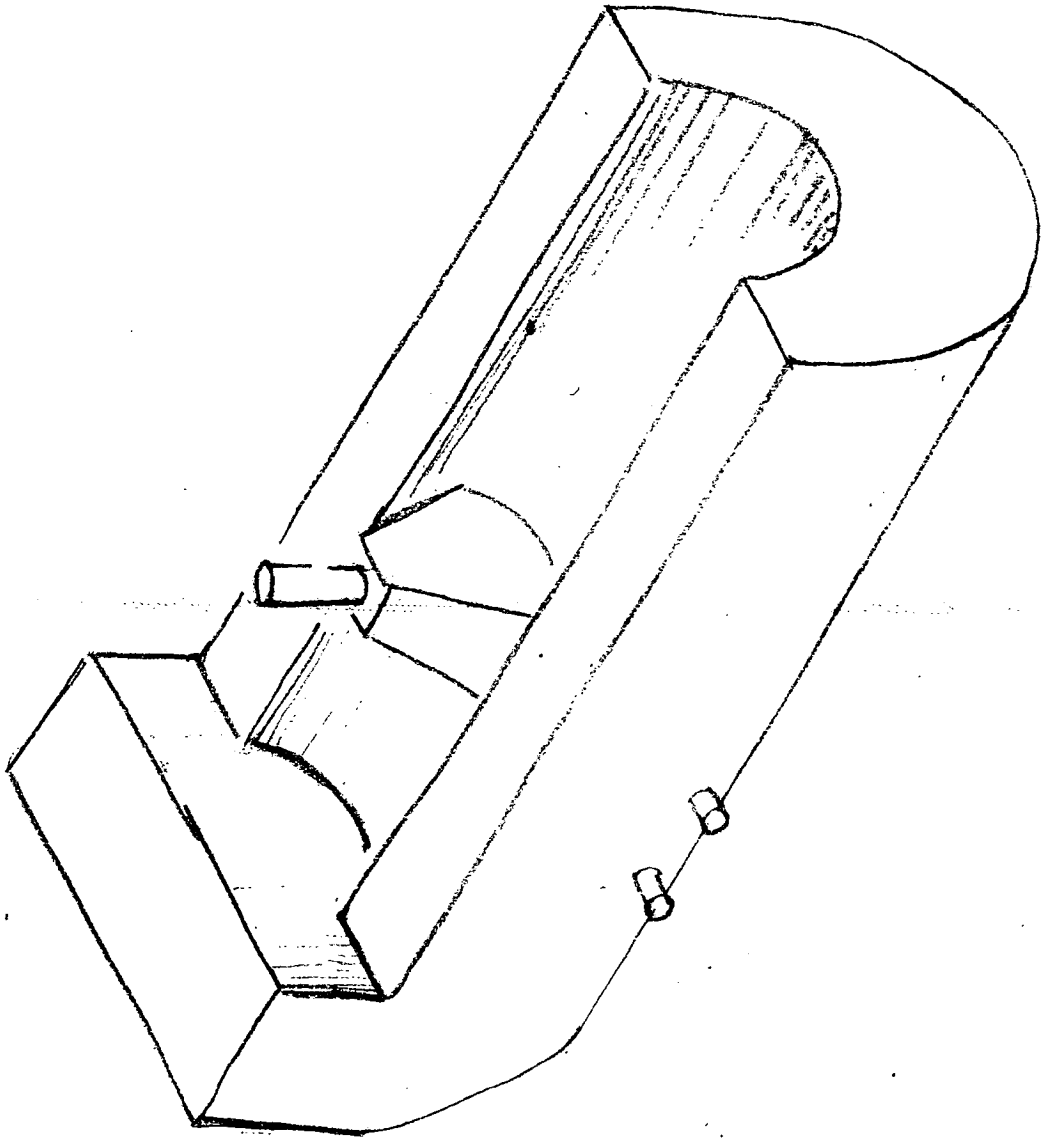

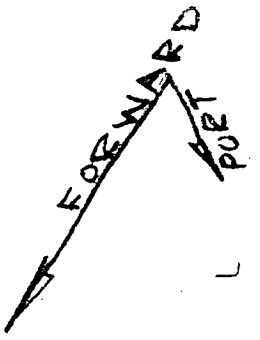

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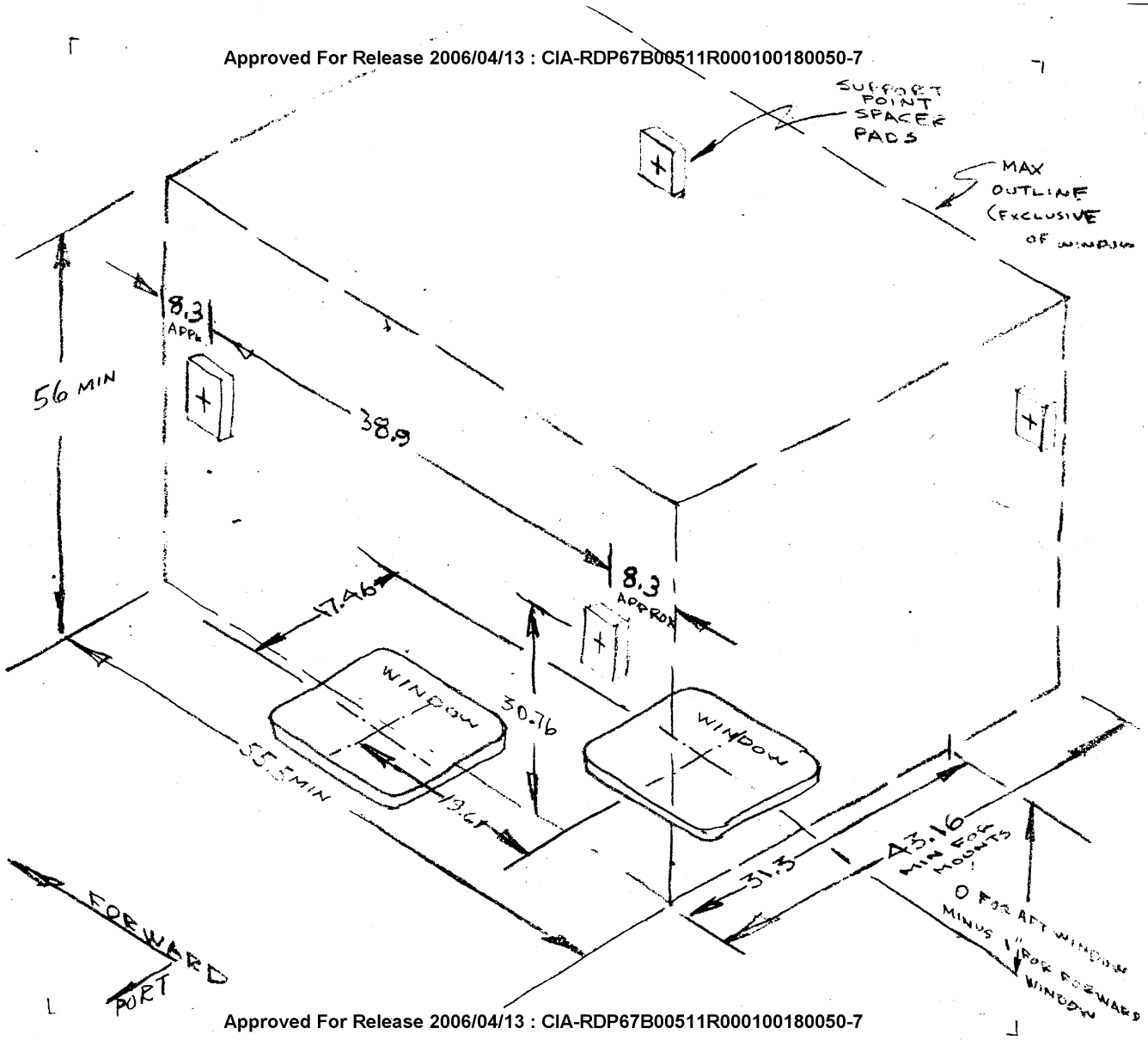

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